

# **DRAFT** **128<sup>th</sup> Street Urban Center**



## **Design Concept Plan**

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Snohomish County  
Planning and Development Services

## 128<sup>th</sup> Urban Center

### Urban Center Design Concept Plan

The 128th Urban Center is one of five Urban Centers designated on the Future Land Use Map. The 128<sup>th</sup> Street Urban Center plan designation is implemented with the Planned Community Business (PCB) zoning district.

The 128<sup>th</sup> Street Urban Center Design Concept Plan (Concept Plan) covers the designated area. The existing Planned Community Business zoning and associated development regulations would continue to govern land use and development decisions for the Urban Center. The designation and zoning also allow the use of the Urban Centers Demonstration Program (SCC 30.34A). The Concept Plan is a guide indicating that individual property owners in the Urban Center should agree to develop their property in a manner consistent with the concept plan and Urban Center goals, policies, and design standards.

### Overview

The 128<sup>th</sup> Urban Center will be a place where people can work, shop, and live in a compact, walkable area. Notable features of the Urban Center include:

- Development of mixed-use buildings combining housing, offices, and neighborhood-oriented retail shops and services in a compact area, with street-front retail near the proposed transit center and as part of a large mixed use redevelopment being planned for the former drive-in movie site;
- A wide range of housing densities and types to provide a variety of housing choices for prospective owners and renters, with an overall density that is high enough to support high-capacity transit service;
- Provision of pedestrian facilities such as benches, water fountains, and weather protection (building awnings, etc.) to make walking convenient, plus a trail system connecting to the existing Interurban Trail and McCollum Park;
- Construction of a pedestrian-scaled street grid system with wide, attractive sidewalks, including a new north-south “Main Street” with street trees, special pedestrian amenities, a village park, and a small transit center; and
- Direct high-capacity express bus service to the Urban Center by way of proposed transit-only bus ramps to and from I-5.

### Location and Boundaries

The 128th Urban Center is located at the intersection of I-5 and 128th Street SE. It is bounded by Gibson Road and Ash Way on the west and by 124th Street SE on the north. The east boundary is McCollum Park and the back of the parcels southwest of Waltham Drive, 126<sup>th</sup> St SE and Andrew-Sater Road. The south boundary is 128<sup>th</sup> east of I-5, I-5, and 137<sup>th</sup> St SW. The 128th Urban Center totals approximately 450 acres in area.

### Land Use

The concept plan shows how these uses could be accommodated within the Urban Center. The exact locations and amounts of these different land uses are subject to refinement and change based on the actual development proposals put together by individual property owners. Build-

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out depends on market conditions and public/private actions taken to encourage development. However, to succeed as a transit-oriented, pedestrian-friendly area, it is important that the Urban Center contain a mix of all of these uses at higher densities. The Concept Plan will serve as a guide for the types of desired uses, and the relationships between them. These different land uses are discussed below.

### Mixed Use

The commercial areas within the 128<sup>th</sup> St Urban Center will include neighborhood-oriented retail shops and services. These shops and services will be concentrated along 128<sup>th</sup> St west of I-5, 4<sup>th</sup> Ave W between 126<sup>th</sup> and 132<sup>nd</sup> St SW, and north of 134<sup>th</sup> St SW. The concept plan shows street frontage retail in buildings along “Main Street”. These street-front retail areas could include a wide range of neighborhood-oriented retail shops and services.

### Office

The 128<sup>th</sup> St Urban Center could include mid-rise office buildings (4-6 stories in height). Some of these buildings might combine offices on the upper stories with retail shops or services in street-level storefronts. As illustrated in the concept plan, these new office buildings would be located adjacent to I-5, where they could form a visual and noise barrier between the freeway and the proposed residential buildings.

### Multiple Family Residential

A key component of the 128<sup>th</sup> St Urban Center would be new multi-family residential housing. Medium and high density building types could include apartments and condominiums, senior housing, attached row houses, and cottage housing (small lot single-family). Some of this new housing could be mixed use, with street-front retail shops and services to serve workers and residents in the Urban Center and in the surrounding local community. There also could be small amounts of office space in some of the new multi-family residential buildings. Residential densities would generally range between approximately 12 and 40 dwelling units per acre; the actual density in any given building would depend on the housing type, the other proposed uses (retail, office, etc.) in the building, and the location within the Urban Center. Residential sites in the on the edge of the Urban Center would develop at lower building heights and densities, to provide an appropriate transition in scale to the existing single-family neighborhood. Residential properties to the interior of the Urban Center may develop at greater heights and higher residential densities to help support existing and future high capacity transit. New residential buildings generally will be located away from I-5 and from 128<sup>th</sup> Avenue SE.

### Parks, Trails, and Open Space

Parks, trails, and open space, including streams and stream corridors, are an important part of the 128<sup>th</sup> Urban Center. The concept plan anticipates a “central village park” in conjunction with the proposed “Main Street,” near the southern transit center. This area could be developed into a central community park for the Urban Center. A secondary park could be part of a northern civic center. These parks could include a mix of plaza and planted areas, and function as a visual focal point and community gathering place. Paths and possibly footbridges connecting existing high density residential areas north of 128<sup>th</sup> St west of I-5 could connect with streets to the south. A re-routed Interurban Trail could possibly connect with the County’s McCollum Park to the east. There will also be a variety of plazas and open spaces associated with individual development projects.

## Public Facilities/Utilities

Besides parks, trails, and open space, the 128th Street Urban Center also will contain other public facilities. These could include a library, community center, senior center, or other similar public facilities. (Some of these uses could also be integrated into new multi-family residential or office buildings.) On the concept plan, two possible locations are shown for such public facilities. One at or near the intersection of 132<sup>nd</sup> St SW and 8<sup>th</sup> Ave W, where it would be accessible by bus, car or foot from within the Urban Center. The other possible location for a public facility is at or near the intersection of 124<sup>th</sup> St SW and 8<sup>th</sup> Ave W. Because individual service providers make siting locations for their own facilities, it is not possible to specify at this time the kind of public facility that might be built on these sites.

The existing Interurban Trail, a regional bicycle and pedestrian facility, runs generally north and south through the Urban Center. It is discussed in greater detail under Non-Motorized Circulation (below).

In addition to the facilities discussed above, there are other existing public facilities adjacent to the 128th Street Urban Center. Mariner High School – 200 120th St SW, Voyager Middle School – 11711 4th AVE W, and Olivia Park Elementary School – 200 108th St. SW, all part of the Mukilteo School District, are all within the 128th Urban Center. Other parks located within the 128th Street Urban Center include McCollum Park and the Snohomish County Park and Educational Complex located east of the Urban Center. The park and related facilities include open grassy spaces, the McCollum Park Transit Center/Park & Ride, a baseball field, jogging trails, picnic areas, a bicycle racetrack a swimming pool, an education center, and a 20-acre forested wetland. The Northwest Stream Center, a stream and wetland ecology learning facility also is located within this park. The North Creek Greenway extends south from the park.

The 128th St Urban Center may include a number of transportation improvements, including new streets, sidewalks, a small transit center, and a new freeway overpass and transit/HOV on/off ramp. Some of these possible future transportation improvements are illustrated on the concept plan, and are more fully discussed under Transportation/Circulation, below.

The 128th St Urban Center also may require the upgrading of existing utilities to serve the denser mixed-use development envisioned in the master plan. Water and sanitary sewer service, provided by the Alderwood Water and Wastewater District, currently is available to the properties within the Urban Center; new connections would need to be built in conjunction with individual property development, and some local lines may need to be upgraded. Some properties south of the Urban Center are not currently served by sewer lines. Existing stormwater drainage facilities in the east area of the Urban Center are sometimes inadequate, even at the existing lower development densities.

## **Transportation/Circulation**

The 128th St Urban Center will include new streets, intersections, trails, freeway overpass, and transit service, as described below.

### Vehicular Circulation

Proposed new and upgraded streets and freeway overpasses form an important component of the 128th St Urban Center. Improved streets will provide better access to properties within the

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Urban Center, enabling these properties to redevelop at higher densities. Additional and upgraded streets also will help create a more pedestrian-scale grid street pattern to replace the existing pattern of large blocks. The concept plan shows a north-south “Main Street” running along 8<sup>th</sup> Ave W from 124<sup>th</sup> St SW to 134<sup>th</sup> St SW. This “Main Street” would feature street trees, a transit center, civic centers, and a “central village park” along its route. Many other new streets shown on the concept plan would be dedicated and built in conjunction with the future development of individual properties; the precise alignments of these streets are not known at the present time.

In addition to new and improved local streets, the State is looking at possible improvements to I-5/128<sup>th</sup> St SE interchange. These improvements are intended to increase mobility and decrease traffic. At this time a final design on the interchange is not known.

### Non-Motorized Circulation (Pedestrian/Bicycle)

Construction of a grid street system with wide sidewalks and well-marked pedestrian crossings (possibly including mid-block crossings) would make the 128th St Urban Center more walkable and pedestrian friendly. The proposed “Main Street” and the adjacent street bordering the park will be especially pedestrian oriented, with street trees, benches, fountains, and other pedestrian amenities. There also will be extensive pedestrian trails built running through portions of the Urban Center.

In addition, there could be several key pedestrian and bicycle links developed to connect the Urban Center with existing regional non-motorized facilities. The existing Interurban Trail passes through the Urban Center, entering from the south along the east side of I-5 in the vicinity of the drive-in theater, and then heading east on 130<sup>th</sup> Street SE, north on 3<sup>d</sup> Avenue SE, and west across I-5 on 128<sup>th</sup> Avenue SE. (Once across I-5, the trail continues north along the west side of the freeway.) The Interurban Trail is proposed to be re-routed across I-5 via a new pedestrian overpass at 124<sup>th</sup> St SE. It will parallel the east side of I-5 and reconnect with 128<sup>th</sup> St SE. The new “main street,” will be developed with wider sidewalks, curb-side planter strips, and bike lanes; many of the streets in the urban center may also accommodate on-street parallel parking. All of these features help separate the pedestrian from moving automobiles, thus improving the pedestrian experience.

### Transit

The Concept Plan for the 128th Urban Center includes a new transit center located at 8<sup>th</sup> Ave W and 132<sup>nd</sup> St SW that could be served by high-capacity transit. Currently, the general area of the Urban Center is served by local and regional bus service via Community Transit and Sound Transit.

High Capacity Transit is under going study by Sound Transit as part of its Phase 2 capital improvements. The High Capacity Transit could include light rail, monorail or bus rapid transit. The exact alignment through the 128<sup>th</sup> St Urban Center and timeline for construction is unknown at this time and will require future study and coordination with Sound Transit, Snohomish County, neighboring cities and area residents.

The conceptual plan also shows a potential transit flyer stop under study in the median south of 128<sup>th</sup> Street. A new pedestrian only overpass would serve the flyer stop. The flyer stop would allow transit to pick up and drop off riders without the need to exit off I-5. The exact alignment of the flyer stop and pedestrian overpass and timeline for construction is unknown at this time and

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will require future study and coordination with Sound Transit, Snohomish County, neighboring cities and area residents.

### Parking

The 128th St Urban Center will contain public and private parking structures and underground parking. These could be built as part of new office, residential, or mixed-use buildings, or could be freestanding structures. The concept plan does not show specific parking structure locations. There will probably be a limited amount of surface parking developed for retail, service, and other uses.